

The Hongkong Telegraph

(ESTABLISHED 1881.)

NEW SERIES No. 4134.

日十月初二十年八十二緒光

THURSDAY, JANUARY 8, 1903.

四拜禮

號八月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 16,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,916,000

Head Office—YOKOHAMA.

Branches and Agencies,

TOKIO. ROBE.
NAGASAKI. LONDON.
LYON. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHIANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HOISUMI,
Manager.

30th October 1902. [12]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq. C. Michieau, Esq.
Hon. C. W. Dickson. J. M. Moses, Esq.
E. Goetz, Esq. H. Schubert, Esq.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on PIXEL
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 15th May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. J. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL \$1,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.
LONDON OFFICE:

33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2½ per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4%

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

DISBURSED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

HONGKONG BRANCH.

Advances made on approved securities
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

" 6 " 6 "

" 12 " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1903. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT

ACCOUNT AT THE RATE OF 2 PER CENT. PER

ANNUM ON THE DAILY BALANCES.

On First Deposits for 12 months 4 per cent.

" 6 " 3½ "

" 3 " 3½ "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

Hotels.

KING EDWARD
HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hot at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [16]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
YOKOHAMA	W. Hayward, R.N.R.	About 13th Jan.	Freight or Passage.
YOKOHAMA	E. P. Martin, R.N.R.	About 13th Jan.	Freight only.
LONDON, &c.	F. Summers	Noon, 17th Jan.	Freight or Passage.
SHANGHAI	C. D. Bennett, R.N.R.	About 17th Jan.	Freight or Passage.
SINGAPORE	C. R. Longden, R.N.R.	About 24th Jan.	Freight only.
BOMBAY			

(See Special Advertisement.)

+ Via SHANGHAI, MOJI, and KÖBE. (Passing through the Island Sea).

+ Via COLOMBO. (Calling at PANANG if sufficient inducement offers).

PASSENGER SEASON 1903.
FOR MARSEILLES, PLYMOUTH AND LONDON DIRECT " MALTA" 6,064 Tons. 28th March, 1903.
WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 8th January, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LÉVANTE, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Stammers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZESS IRÈNE. WEDNESDAY, 21st January, 1903.

ARMSTADT. WEDNESDAY, 4th February, 1903.

SLÜTTIGART. WEDNESDAY, 18th February, 1903.

PREUSSEN. WEDNESDAY, 4th March, 1903.

PRINZ HEINRICH. WEDNESDAY, 18th March, 1903.

SACHSEN. WEDNESDAY, 1st April, 1903.

KAUTSCHOU. WEDNESDAY, 15th April, 1903.

BAVERN. WEDNESDAY, 29th April, 1903.

ROON. WEDNESDAY, 13th May, 1903.

PRINZ REG. LUITPOLD. THURSDAY, 11th June, 1903.

* Calling at AMSTERDAM.

SAILING DATES.

PRINZESS IRÈNE. WEDNESDAY, 21st January, 1903.

ARMSTADT. WEDNESDAY, 4th February, 1903.

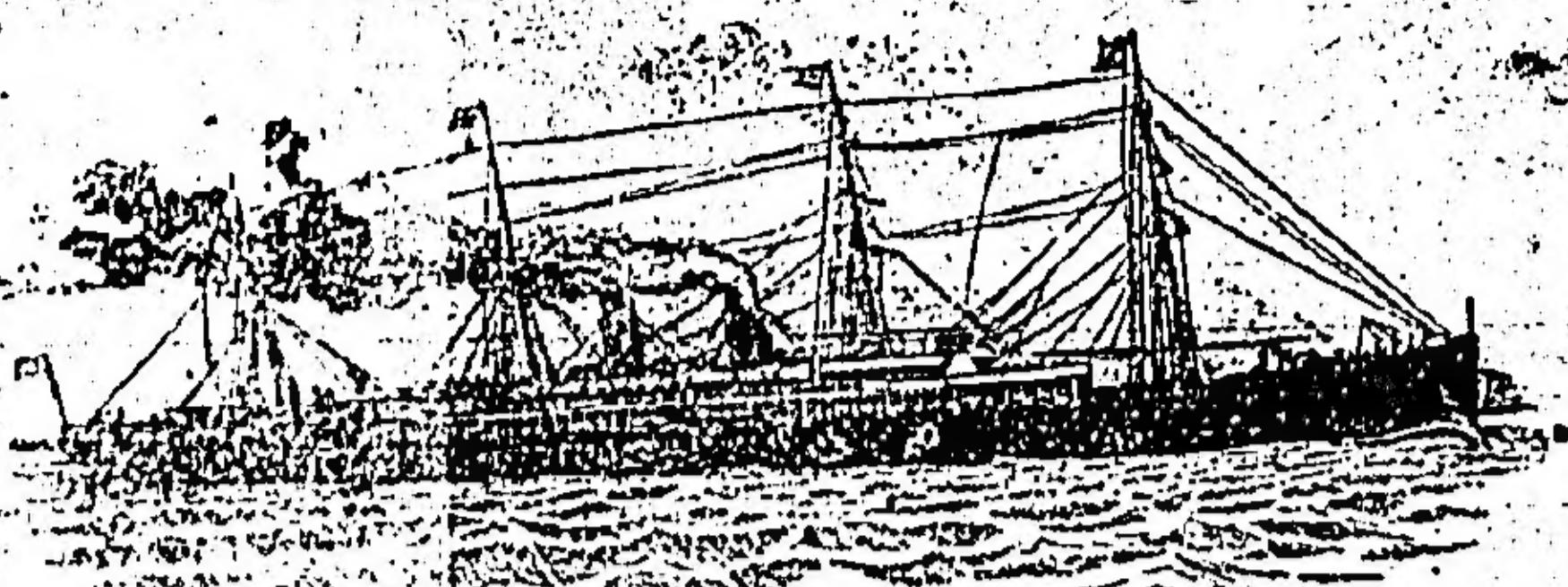
SLÜTTIGART. WEDNESDAY, 18th February, 1903.

PREUSSEN. WEDNESDAY, 4th March, 1903.

PRINZ HEINRICH. WEDNESDAY, 18th March, 1903.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA,TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 17th January, 1903, at Noon.
"NISSHIN MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIRIBA"	TUESDAY, 3rd February, 1903, at Noon.
"COTIC"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU"	TUESDAY, 17th February, 1903, at Noon.
"KOREA"	FRIDAY, 27th February, 1903, at Noon.
"GAELIC"	SATURDAY, 7th March, 1903, at Noon.
"HONGKONG MARU"	TUESDAY, 13th March, 1903, at Noon.
"CHINA"	TUESDAY, 24th March, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 13,500 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama, and either Japan Ports, in San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Circular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th January, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

"EMPEROR" ... 6,000 Tons WEDNESDAY, 14th Jan., 1903.

"EMPEROR" ... 6,000 " WEDNESDAY, 11th Feb., 1903.

"EMPEROR" ... 4,425 " WEDNESDAY, 25th Feb., 1903.

"EMPEROR" ... 6,000 " WEDNESDAY, 11th Mar., 1903.

"EMPEROR" ... 3,882 " WEDNESDAY, 18th Mar., 1903.

"EMPEROR" ... 6,000 " WEDNESDAY, 1st April, 1903.

"EMPEROR" ... 6,000 " WEDNESDAY, 22nd April, 1903.

"EMPEROR" ... 4,425 " WEDNESDAY, 6th May, 1903.

"EMPEROR" ... 6,000 " WEDNESDAY, 13th May, 1903.

"EMPEROR" ... 3,882 " WEDNESDAY, 27th May, 1903.

The "EMPEROR" and "EMPERRESS" Twin-screw Steamships of this Line pass through the CANADA RIVER and HONGKONG CHANNEL, and make connection at the latter with the ATLANTIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which travel daily, and cross the Continent from the PACIFIC to the ATLANTIC without CHANGE. Close connection is made at Montreal, Quebec, Ottawa, and Vancouver, connection with all Trans-Atlantic Lines, which passengers to Great Britain and the Colonies may have given choice of.

Passenger routes through to all principal points and AROUND THE WORLD.

For various points at reduced rates, Good for 4, 6, 9 and 12 months.

All RATES (first class only) granted to Missionaries, Members of the Naval and Military Services, and to European Officials in the Service of China and Japan.

The routes of the Company's route embrace its PALATIAL STEAMSHIPS, to the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAVEL, and the magnificence of MAGNIFICENT MOUNTAIN AND LAKE SCENERY.

THE DIGHES, GLENS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and the appointments and Cuisine are unexcelled.

For further information, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 8th January, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
DEUTSCHER FRAUDAMPFER DIENST.

C. G. CO., CORP. OF SHIPS. Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; ROME; BALKAN; and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

DESTINATIONS. SAILING DATES.

HAMBURG, BREMEN, and HAMBURG. 13th Jan. Freight and Passengers.

(Calling at SINGAPORE and COLOMBO). HAMBURG, 20th Jan. Freight.

(Calling at SINGAPORE and PENANG). HAMBURG, 10th Feb. Freight and Passengers.

(Calling at SINGAPORE and COLOMBO). HAMBURG, 24th Feb. Freight.

(Calling at SINGAPORE and PENANG). HAMBURG, 5th Mar. Freight.

(Calling at SINGAPORE and COLOMBO). HAMBURG, 19th Mar. Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 8th January, 1903.

Notice of Firm.

NOTICE.

NOTICE is hereby given that on and after this Date Mr. G. ENGEL in conjunction with either Mr. K. WIBEL or Mr. C. MITTELL is authorized to sign our Firm Name per Procurator. Mr. K. WIBEL and Mr. C. MITTELL are also authorized to jointly sign our Firm Name per Procurator.

Wm. MEYERINK & CO.

Hongkong, 6th January, 1903. [1004]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW, (FRIDAY), the 9th January, 1903, at 2.30 P.M., at her:

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,

A CHOICE COLLECTION OF JAPANESE CURIOS,

Comprising—

SATSUMA and CLOISONNE VASES, LACQUERED TEA TABLE and PANELS, IVORY CARVINGS, SILK EMBROIDERED FIRE SCREENS, OIL PAINTINGS, JAPANESE PICARIES, TEA SETS, LACQUERED ALBUMS, &c., &c.

TERMS—Cash on delivery.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 6th January, 1903. [1004]

Intimations.

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the CHINA-BORNEO COMPANY LIMITED will be held at the REGISTERED OFFICES of the Company, 4 Queen's Buildings, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 17th day of January, 1903, at 12 NOON, for the purpose of confirming the following resolution passed at the Extra-ORDINARY GENERAL MEETING of the Company held this day (29th December, 1902):—

R. SOLUTION.

That for the purpose of carrying into effect the special resolution duly passed and confirmed at Extra-ordinary General Meetings of the Company held on the 11th and 27th days of October, 1902, the Company be wound up voluntarily under the Provisions of the Companies Ordinances 1865 to 1899, and that the Honourable Charles Stewart Sharp, Alexander George Wood, and John Thomas Martin Wheate be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint liquidators and that for the like purpose the liquidators be and they are hereby authorized to consent to the preparation of the Memorandum and Articles of Association of and to the re-registration of a new Company to be incorporated under the Companies Ordinances of Hongkong under the name of The China-Borneo Company Limited or some similar title.

Dated this 29th day of December, 1902.

By Order of the Consisting Committee,

WILLIAM D. JUPP,

Acting Manager. [1004]

43441

NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS and ASSOCIATES of the Hongkong Branch of the Navy League will be held in the CITY HALL, on THURSDAY, the 15th of January, at 5.30 P.M. H. E. POLLOCK, Esquire, K.C., President, in the Chair.

G. C. ANDERSON,

Hon. Secretary,

Navy League, Hongkong Branch.

Hongkong, 7th January, 1903. [1004]

934c

PARTICULARS OF THE LOT.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

G. C. ANDERSON,

Hon. Secretary,

Navy League, Hongkong Branch.

Hongkong, 7th January, 1903. [1004]

934c

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOVER,

Secretary to

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.

General Agents for

THE WEST POINT BUILDING

CO., LIMITED.

Hongkong, 7th January, 1903. [1004]

934c

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOVER,

Secretary,

HONGKONG, 7th January, 1903. [1004]

934c

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that at a Meeting

of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 5th day of January, 1903, the following Resolution was passed:

"That in pursuance of the Special Resolution passed on the 11th day of November, 1902; and confirmed on the 27th day of November, 1902, a Call of Fifty Cents per share be made upon all holders of Ordinary Shares in the above Company, and the same is hereby made. Such Call to be paid to the Hongkong and Shanghai Banking Corporation at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of Febuary, 1903."

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest at the rate of 10 per centum per Annum will be charged upon all Calls remaining unpaid after the 9th day of February, 1903, up to the actual date of payment of the same.

Shareholders are requested to note that upon presentation at the

INOCULATION IN THE PUNJAB

The Punjab Government have been well advised to issue an official *communiqué* on the subject of the fatal consequences which were alleged to have followed the inoculation of certain inhabitants of the village of Mukowal, in the district of Gujrat. Though the explanation is tardy it does not appear that any great mischief has been caused by the delay, because the authentic announcement only too accurately corroborates the lamentable statements that had gained currency. The authoritative announcement reveals a series of blunders which it is difficult to characterize in terms of moderation. It appears that the inoculation campaign for which such elaborate arrangements had been made was stultified at the very commencement through the inability of the Laboratory at Bombay to supply the necessary quantity of prophylactic serum. The scheme was based upon 1,000 thousand doses of serum per diem; it was not until a fortnight before the operations commenced that it was ascertained that the full supply would not be forthcoming and as a matter of fact the quantity issued has fallen short of one half the ten thousand doses a day the Punjab Government aver they were promised. There has been an extraordinary miscalculation here, for which somebody should be brought sharply to book. This, however, is a matter of minor importance in comparison with most untoward developments which ensued. The Punjab Government state that it presently became apparent that the serum was not entirely free from contamination, and a very few cases were reported in which inoculation was shortly followed by death. It was not proved that death was due to inoculation, but in view of the possibility of this having been so, orders were issued on November 1st to suspend operations until a supply of fluid of unimpeachable purity was obtained. Before these could take effect the deplorable incident of Mukowal occurred, where nineteen persons inoculated from the same bottle died of tetanus. All inoculation was immediately stopped, and a special inquiry undertaken to trace the source of contamination. The officers who conducted the investigation reported that although the risk of contamination may have been partly due to the inexperience of the Laboratory staff, it was mainly due to variations from the original method of preparing the prophylactic—changes made, it is stated, in accordance with the recommendations of the Plague Commission with the object of increasing the efficacy of the prophylactic whilst at the same time reducing the dose. The staff of the Laboratory has now been strengthened; all serum used in future will be subjected to conclusive tests, and a full supply of serum will shortly be forthcoming.

Such is in brief, the explanation of the Punjab Government of this most painful episode, and complete as it is from their point of view, the matter, we would urge, cannot be allowed to remain where it now stands. The Bombay Laboratory, the sole source in India whence prophylactic serum can be obtained, is charged with issuing fluid so contaminated that its use was followed by speedy death. A more serious allegation against an important Government establishment can hardly be conceived, whether the contamination arose from careless preparation or the employment of novel methods. The effect of this calamity has been to discredit the Government under whose auspices the inoculations were carried out and to place the prophylactic treatment under grave suspicion. Whatever assurance be given, inoculation with its large powers of saving life in the plague-stricken country, will not be rehabilitated in the eyes of the native community until the allegations now made have been exhaustively sifted by a committee of experts, and those responsible for the fatal blunders made to suffer. There is another side to this question. The opinion is held in many quarters that the Punjab Government, in order to carry out their campaign upon the unprecedented scale essential to success, imposed an impossible task upon their inoculating staff, who were required to carry out a larger number of operations than is compatible with the observance of proper precautions. It may be that this has contributed to the unfortunate fatalities that have occurred. The existence of this doubt, when inoculation in the Punjab is shortly to be resumed, strengthens the demand for an expert inquiry. The credit of the Government and the harmlessness of inoculation are now impugned, and infinite harm will be wrought if a thorough investigation of these most amazing mishaps is not promptly forthcoming.—*Times of India*.

SHIPS PASSED THE CANAL.

Outward—16th December—Ceylon, Braemar, H. Thordis, 19th December—Pyrrhus, Darmstadt, 23rd December—Sithonia, Bencluch, 30th December—Pakling, Yarlung, Serbia, Formosa, 2nd January—Awa Maru, Diodon, Margus, Bucqueshem, Glenurk, 6th January—Malta, Indramayo, Seneca.

Homeward—16th December—Java, 19th December—Hakata Maru, 23rd December—Salazar, Dieudon, 30th December—Patroclus, Dardanus, Stuttgart, 30th December—Agamemnon, 2nd January—Ktaitschou, Borde Knight.

Arrivals at Home—16th December—Glen-garry, Annan, Katsuo, Konigsberg, Achilles, 19th December—Sachsen, Norma, J. B. Walker, Malta, Silvia, Erase, 23rd December—Hitachi Maru, Forsdr, Indrank, 30th December—Lothian, Menelaus, and 2nd January—Gra, 6th January—Cleopatra, Sydney, Wabash Maru, Valdemar, Lowther Castle,

YESTERDAY.

WEATHER REPORT
On date at On date at
10 a.m. 4 p.m.
Barometer..... 30.51 30.37
Temperature..... 56 55
Humidity..... 39 39
Rainfall..... 29 29

VISITORS AT THE HONGKONG HOTEL

Ailey, Mrs. Neffner, Dr. A. H.
Allen, A. F. King, H. F.
Andrews, Mr. and Mrs. Levee, H. F. M.
H. J. Mackie, G.
Asia, Mrs. and family Macgowan, R. T.
Bailey, W. S. McArin, T. P.
Barrett, H. Milton, Mr. and Mrs.
Bell, J. T. Murphy, Mr. and Mrs.
Boggan, Mr. & Mrs. E. O.
Bonner, A. E. Newberry, Mr.
Borthwick, Mr. & Mrs. Neel, L. D.
R. W. North, R. N., C. J.
Bouncken, R. Oldorff, K.
Bowers, Dr. F. H. Osborn, Mrs.
Brown, J. W. Potts, Mr. and Mrs. W.
Brown, Dr. H. Hutton, W. A.
Clark, Hon. Dr. F. Railton, W. A.
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Cole, G. E. Reeve, Miss.
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Delany, W. Scott, Mr.
Derbyshire, F. H. Senft, H. J.
Downing, T. C. Skott, C.
Edwards, F. W. Snewin, E. A.
Egleoc, Miss M. Takata, M.
Fayne, J. Teltsch, J.
Fisher, H. G. Terkelson, O.
Forbes, G. Thomson, Dr. J. C.
Fox, H. H. Vinschiger, Td.
French, E. H. Vinschiger, G.
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Geissler, Mrs. Watkins, C. A.
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Glover, C. W. R. A. M. C.
Hayter, A. Wenyon, W. F.
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Henderson, Mrs. White, F. E.
Hill, F. D. Whiston, Mrs. A. M.
Hollingsworth, A. William, A. J.
Hoistion, J. W. Wilson, Mrs. B. & child
Howard, Thos. Wilson, C. H. V.
Hugo, M. Woodward, T. E.
Jameson, Mr. and Mrs. Woolen, J. J.
Jones, E. C. Wooller, Mr. & Mrs. C. E.
Joseph, Mr. and Mrs. Wright, Col. W. F.
Katsch, E. A. Yuchausti, R. de and
Kawata, K. se vant.
Kerkhoven, Mrs.

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Brandt, C. Nathan, Mr. and Mrs.
Davidson, N. K. Nathan, Miss.
Evans, Mrs. R. D. Nathan, Mr. Jr.
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G. A. M. J. D.
Hughes, Kersfoot Stokes, R. N., Capt.
Kiene, F. Stokes, Mrs.
Kiene, Mrs. F. Wilgress, Mr. and Mrs.
Krebs, Capt. & Mrs. H. and child
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Humphreys, W. Stodart, F.
Tibby, S. N. W.
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Berkley, H. Heron, Lieut.-Col. and
Mrs. and child Mrs. and child
Blewley, R.A.M.C., Major Hewett, A.P.D., Capt.
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Mrs. A. H. and children Hewett, Mrs.
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Chapman, Mr. & Mrs. Mitchell, Robert
A. A. Norris, S. N., Surgeon
Cockell, Edgar and Mrs. H. L.
Crake, William A. Otto, W.
Crichton, A. R. Philpot, Leonard D.
and Mrs. H. Capt. and Mrs. H. E.
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and Mrs. W. A. C. Reid, Mr. & Mrs. T. H.
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Anderson, Miss Harvey, Lieut. and
Bernard, Mrs. Mrs. J. S.
Bruse, G. Helms, W.
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Denison, Mrs. A. Mrs. F. W.
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Dunn, Major and Mrs. Menendez, Mrs.
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Fuchs, C. Meriboff, R.
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Houghton, Mrs. Sator, Lieut.
Jones, Mr. and Mrs. Vandervoel, Mrs.
and 2 children Sator, Lieut.

Inflations.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective remedy called

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4 /

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MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 7th January, 1903.

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MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 7th January, 1903.

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Hongkong, 15th May, 1902.

138

NOTICE.

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W. G. HUMPHREYS & CO., Back Buildings.

Hongkong, 10th May, 1902.

138

NOTICE.

S. T. JOSEPH'S COLLEGE,

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Hongkong, 10th May, 1902.

138

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 10th May, 1902.

138

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 10th May, 1902.

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AT ALL HOURS.

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Proprietors.

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The Editor will not undertake to be responsible for
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of-war. In consequence of this bold
diplomatic action on the part of Russia, as
formulated by Gorchakoff, a Conference
met in London, and concluded a Treaty
(March 13, 1871), which declared that the
Black Sea clauses of the Treaty of Paris,
as well as the Straits Convention, annexed to it, had been abrogated and replaced
by an article providing that—"the principle
of the closing of the Straits and of the Bos-
phorus is maintained, with power to H. I. M.
the Sultan to open the said Straits in time of
peace to the war vessels of friends and allied
Powers in case the Sublime Porte should
judge it necessary in order to secure execution
of the stipulations of the Treaty of Paris." Thus
the Treaty of Paris (1856), as modified
by that of London (1871), decentralised
the Black Sea, enabling Russia to maintain
upon it whatever armaments she pleased :
but, on the other hand, it was some com-
pensation to Turkey that, whereas her pre-
vious power of admitting foreign war-vessels
through the Straits was restricted to wartime,
she was now enabled, in certain circum-
stances, "to open the Straits in time of peace
to the war-vessels of friendly and allied
Powers." Since then, however, Russia has
lost no opportunity of amplifying an inch into
an ell. On repeated occasions during the
past thirty years she has sought to profit
by the "squeezability" of the Sultan in
order to procure something like absolute
freedom for the passage of her warships
through the Straits—and this, although
the Treaty of Berlin (1878) declared
that "the Treaty of Paris (1856), as well
as the Treaty of London (1871), as
maintained in all such of their provisions as
are not abrogated or modified by the pre-
ceding stipulations." On many occasions
since then Russia has tried to evade both
the letter and spirit of the above-mentioned
instruments by exacting from the Sultan
special conditions for her vessels—"ships of
war," according to Bismarck's definition—
freight with military munitions and relays
for Vladivostock. Perhaps the most serious
effort of the kind was made about ten
years ago, soon after Mr. Gladstone's return
to power, when she fancied England might
prove quite as "squeezable" as the Sultan.
But in whatever light Russia may be disposed
to view the action of the British Embassy at
Constantinople in presenting the Porte with
the protest against the passage of the torpedo
boats through the Straits, she has the assur-
ance of Great Britain that it would be
futile for her to make attempt to obtain the
free passage of the Dardanelles. Even if
she has no such intention of acting at present,
it may be fairly concluded, from our
experience of her past, that such is one of
the principal aims of her foreign policy.

**THE PASSAGE OF THE
DARDANELLES.**

From a Reuter's telegram of the 22nd
September last we were informed that an
Iraide had been issued by the Porte authorising
the passage through the Dardanelles of
four Russian torpedo-boats at intervals of
twenty-four hours, the vessels to sail under
a commercial flag, carrying no ammunition,
nor naval crews. To-day we learn the British
Embassy at Constantinople has presented
the Porte with a formal protest against
the passage of those torpedo-boats, declaring
it to have been a violation of international
treaties and claiming, if occasion arises, the
same privilege for British warships. It
will also be within the recollection of
many that a rumour gained currency
in political circles to the effect that Russia
was negotiating with Turkey for the free
passage of the Dardanelles. This was,
however, denied by the Porte, but in view
of the importance attaching to the interesting
cable from home it may be as well to
recapitulate the history of the question
from the international treaty point of view.
Without referring back earlier than 1841 we
find there was concluded at London a
convention between the Great Powers touching
the passage of the Turkish Straits. By
another convention annexed to, and forming
an integral part, of the Treaty of Paris, con-
cluded in 1856, after the Crimean war, it
was agreed to renew that of 1841, "with the
exception of some modifications of detail
which do not affect the principle on which
it rests," namely:—"the principle invariably
assumed as the ancient rule of his (the
Sultan's) Empire in virtue of which it has at
all times been prohibited for the ships of war
of foreign Powers to enter the Straits of the
Dardanelles and of the Bosphorus, and that
so long as the Porte is at peace his Majesty will
admit no ships of war into the said Straits."
This principle—from which the Sultan
reserved the right to deviate, as in the past,
by granting farnans of passage for light
vessels under flag of war employed in the
service of foreign missions—was ratified by
all the Great Powers, including Russia, who
furthermore agreed, by Arts. 11, 12, and 13,
of the Treaty of Paris, that—"The Black Sea
is neutralised. Its waters and its ports,
thrown open to the mercantile marine of
every nation, are formally and in perpetuity
interdicted to the flag of war, either of the
Powers possessing its coast, or any other
Powers... The Black Sea being thus
neutralised, the maintenance upon its coast
of military maritime arsenals becomes
alike unnecessary and purposeless: in
consequence, his Majesty the Emperor
of all the Russias and H. I. M. the Sultan
engage not to establish or maintain upon that
coast any military maritime arsenal." But this neutralisation of the Euxine did
not satisfy the Russians, who resolved to
bide their time; and in the meanwhile they
found means not only of evading, but also of
positively violating the Black Sea clauses of
the Treaty of Paris by the establishment of
a naval harbour at Poti, and the creation at
Odessa of a fleet of steamers easily convertible
into cruisers; and Bismarck once defined a
warship to be "a vessel so armed as to be
able to fight." At last the opportunity, so
long wished and watched for by the Russians,
came to them in 1870 during the Franco-
German war. England, single handed, could
not stand up for the Black Sea clauses; the
opposition of France was out of the question;
while Germany owed a debt of gratitude to
Russia for holding Austria in check
during the progress of the war. In his
circular to the Powers, Prince Gorchakoff
wrote:—"In reality, while Russia disarmed
in the Black Sea, and by a declaration contained
in the minutes of the conference otherwise
loyally deprived herself of the
possibility of taking measures for an effective
maritime defence in the adjoining seas and
ports, Turkey preserved her privilege of
having an unlimited number of men-of-war
in the archipelago and Straits, while France
and England were also at liberty to assemble
their squadrons in the Mediterranean.
Complaint was also made that while the
warflag of all nations was formally and
perpetually prohibited an entry into the Black
Sea, yet the Straits Convention closed the
Dardanelles only in time of peace, to men-

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Le Munyon's.—Advt.

The ship in course of construction for the P.
and O. are as follows:

From German East Africa renewed reports

have come in of late about the discovery of

gold. According to the Colonial Journal five

workable gold reefs have been found in the

Faini district, and have been investigated by

an expert geologist, who also had discovered

and stated that alluvial gold was to be found

in many places. The alloy of gold in the reefs

came up to 300 to 400 grammes per ton, so that

the reefs are among the best ever discovered.

The length of the reefs had been found to

exceed many hundreds of metres.

REGARDING the construction and completion

of certain works on the 1st ya near Queen's

Street, the following correspondence from D.
P. W. and minute by Mr. F. O. Osborne were

read at the Sanitary Board meeting this

evening. In a letter dated 10 ult., the Hon.

Chathua pointed out that the urinal on the

Ptinya near Queen's Street has been completed

and requested that the Sanitary Board be in-
structed to take it over. Great delay, he wrote,

has been caused in the carrying out of this and

similar works by the failure of the Green Island

Company to supply the glazed bricks required.

Mr. Osborne minuted: "If the Green Island

Cement Co. is delaying the construction of

these intrins, surely the glazed bricks can be

got elsewhere. Are the G. I. C. also delaying

the one opposite the Cricket Ground? Work

has been suspended for a very long time."

THE Russian paper, *Novoe Vremya*, in a

prominent part of its issue, discusses the ap-
pointment of Lord Kitchener as Commander

in-Chief of the Indian Army, and remarks that

Lord Kitchener is the most talented British

General of the present day. "Without doubt

the appearance of such a General at the head

of the Indian Army will have an influence not

only upon the training and disposition of the

troops, but also upon the whole defense system

of the Indian frontier." It is probable that the

number of fortified points will be increased and

the construction of the projected railway lines

to the Persian border and from Jeshawur to

the north will be more rapidly carried out.

Furthermore, Lord Kitchener has taken steps

for the establishment of military agencies, of

only at Kabul, but also in the vicinity of the

Russian frontier, especially Herat and Maran-

i-Shir.

THE Austrian steamer *Vindobona* arrived here

on Thursday from Hongkong and berthed at

Tanjong Pagar, says the *Singapore Free Press*

of the 29th ult. On opening the hatches she

next morning it was discovered that a fire had

broken out amongst the cargo, in number three,

held. The work of getting out the cargo which

was general Chinese goods, had to be delayed

whilst the Tanjong Pagar fire brigade got to

the work of extinguishing the flames. The

task presented a good deal of difficulty, and a

tremendous amount of water had to be poured

down into the hold before the fire was even-

tually got in hand. The process of extin-

guishment lasted over four hours, and a lot of cargo was

burned and the whole of the contents were

affected more or less by fire heat or water.

There was no indication of how the outbreak

originated, and it has been impossible so far to

estimate the extent of the damage.

Everything photographic just what it is
represented to be at Le Munyon's.—Advt.

COTTAM & CO. FOR

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasiatische Lloyd.)

The Powers and Venezuela.

BOGUS TELEGRAMS.

BERLIN, 7th Jan., 6.30 p.m.

Great Britain, Germany and Italy, who declared the blockade against Venezuela have again sent a reconciliatory reply to America. Should America notify the Powers that President Castro is prepared to accept the reserve clauses the raising of the blocking will be possible. At present Castro resorts to the issue of bogus telegrams to the effect that Germany is supporting General Matus.

The Sultan of Morocco.

A DISAGREEMENT.

While England favours the young Sultan, the press of France and Spain is agitating for Guanara. There is no fear, however, of any friction arising in relation to the disagreement.

The Tour of the Crown Prince.

The Crown Prince of Germany will visit the Czar of Russia, and intends remaining in the country from the 17th till the 22nd inst. The rumours regarding his engagement to Princess Alice of Albany are untrue.

(Reuters.)

Mission to the Shah of Persia.

LONDON, January 6th.

Viscount Downe has been appointed to the head of the Mission taking to the Shah the insignia of the Garter.

Cricket.

The Committee of the M.C.C. have approved of widening the wickets by an inch, but have decided to ascertain the views of all the Counties and of the Australian and Philadelphian authorities before submitting the proposal to a General Meeting of the Club.

Now Australian Governor.

Admiral Sir F. G. Bedford has been appointed Governor of Western Australia.

LATER.

Passage of the Dardanelles.

The British Embassy at Constantinople has presented the Porte with a formal protest against the passage of four Russian destroyers through the Dardanelles in September, declaring it to be a violation of international treaties and claiming, if occasion arises the same privilege for British warships.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PROPOSED MERCANTILE MARINE CLUB.

To the EDITOR of the "HONGKONG TELEGRAPH." Sir.—Having read in your paper of the 7th inst., suggestions by "A China Coaster," regarding the proposed establishment of a Hongkong Merchant Service Club that should be open to marine officers and others, who are desirable members, I am in full sympathy with the idea; and with the object of furthering the proposal I should be glad to be put in communication with "A China Coaster."

I am, etc.,

EVOLUTION.

Hongkong, Jan. 8th, 1903.
[We cannot divulge the name of our correspondent "A China Coaster," but would draw "Evolution's" attention to an advertisement appearing in another column announcing that a meeting will be held in connection with the propos.]—ED., H.K.T.]

QUARANTINE IN NETHERLANDS-INDIA.

We have received the following letter, dated yesterday, from Mr. Havre Drocet, Consul for the Netherlands.—Sir, I have the honour to inform you that the Governor-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of the animal refuse, claws, and hoofs, animal or human hair and which are salted or cured, with a scented raw wool and rags, bags or sacks, which have already been used, coming from Hongkong or transhipped at this port. Also is temporarily prohibited to import from Hongkong into Netherlands-India tapestry and used embroideries unless they are transposed, as personal baggage or, in consequence of change of residence—I have the honour to remain, Sir, Your obedient servant,

DROEZEE.

A.S.K. for ASAHI JAPANESE BEER.—
A. G. Girault.

MACAO HARBOUR.

SUGGESTED IMPROVEMENTS.

The question of the harbour improvement of Macao has been so often before us for the past twenty years, that one that is of some concern and local interest is that the only large river steamer plies between this and the Portuguese colony is in the ownership of a British company, that the following rough translation of a leading article, which appeared in the Portuguese paper *O Patriota* received this morning, will be read with some interest. Our contemporary says that in the month of April, 1884, the distinguished engineer, Mr. Adolpho Loureiro, set down in his report on the improvements of the harbour of Macao the following categorical assertions:—"The conditions of the port of Macao are deplorable if left to itself, unless counteracted by practical measures the total loss of the port is not only fatal, but must be very near at hand. Already about 19 years have passed since when the Government was placed in possession of the following information by an expert sent out to study the subject, of the works which the distinguished engineer recommended almost nothing has been done up to the present, with the exception of the Green Island embankment and the short lengths of sea wall in the inner harbour. The total loss of the port of Macao, foreseen by Mr. Adolpho Loureiro, is approaching inexorably. The area in the inner harbour suitable for anchorage, is already in such a condition that it is felt to become smaller and more restricted so that there is hardly room for the anchorage of the two gunboats, like the *Dit* and *Zaire*; as it was seen a short time ago when the two gunboats had to approach so near to the channel that the steamer *Hengshan*, on the run between Macao and Hongkong, in entering, ran the risk of colliding with one of them. The *as Francisco* channel and the foreshore in front of the steamship companies' wharves are in such a salted condition that the steamer on the Hongkong and Macao run has to wait for a flood tide in order to be able to leave or to enter the port. This improvidence of the Government is lamentable on a subject of much importance, and it is so long a time—almost 19 years. We do not ignore that it was not possible to immediately put into execution all the works recommended by Mr. Adolpho Loureiro. In consequence of the then not too prosperous condition of the public treasury of Macao some of them might well have been carried out by now. Setting aside the works that had to be carried out within Chinese territory, we shall see what is recommended. They are as follows: (1) directing the currents, (2) dredging, (3) dividing the currents into external and internal, giving the latter denomination to the currents observable in the harbour and in the channels of Macao, and external to those that come from the roadway and the chancery of Taipa and Bugio. To direct the external currents the Taipa breakwater was planned, which, starting from the island of that name, would terminate at Pedra Areca. There is, however, a difference of opinion as regards this breakwater. There are those who believe that the breakwater should commence from the island of Don Juan and terminate in Pedra Areca so as to prevent the strong current, which comes from the Broadway dividing into two, one finding its way into the roadway and the other to the channel of Taipa, as was the wish of Mr. Adolpho Loureiro. Since by this means the force of this current would be broken and might possibly not have been sufficient to arrest the full progress of the silting up of the channel of Taipa, to the high seas. Besides this, the detritus coming from the Broadway proceeding from the West River, could accumulate far from the breakwater and fill up the Taipa channel. It is true that we could then constitute a bar in Pedra Areca, and go by foot from the bar to Taipa, but Mr. Adolpho Loureiro, in concluding his report, said, "I would not conclude this report without pointing out over again that the observations, which I submitted to the consideration of Government should not be considered as a final and complete work; but rather as a preliminary scheme sufficient to proceed with immediately." Above all, it is the observation of the tides that the distinshed and well-known engineer wanted should be continued, because he met with difficulties in making evening observations "for want of a staff, and also because he could not, owing to the war then waging between France and China, obtain beyond Portuguese waters tidal observations stations as he desired; since they were indispensable for a complete study of this important point with a view to basing thereon the proper deviation which should be given to the external currents by means of the breakwater, in order to secure the desirable result, which is of preventing unobstructed the bed of the channel of the port of Macao which the dredgers would keep open. It is certain that the proper guidance of the current could give this result since we have, at the foot of the forts of Taipa and Bugio, two depths of eight metres caused by the action of the currents, and which shows that being properly directed, they could still make and preserve equal depths in the channel, which would be formed with the aid of the dredgers. It is, therefore, expedient that, before anything is done, a board should be formed attached to the Harbour Office, under the chairmanship of a naval officer, who would devote themselves exclusively to continue the prosecution of the tidal observations made by Mr. Adolpho Loureiro, and amplify them by establishing other observation stations, which distinguished engineer desired, but which cannot be established outside Portuguese waters. These observations made continuously for two or three years might

form the basis to establish definitely the direction of the large breakwaters, which has for its purpose the deviating of the external currents. In any case, the construction of the sea wall in the inner harbour might be proceeded with and might help to improve the accessibility of the port. Before summarizing the more salient features of the harbour improvement scheme, our contemporary writes the desirability of putting into immediate execution the order, which it is said, has arrived from Lisbon, for the purchase of a dredger. All that we ask, says our contemporary, is not beyond the financial resources of Macao, and, therefore, we trust that our request will be attended to being particularly confident in the good will of the present distinguished Governor of Macao, and in the desire which he evinces for the prosperity of the place over whose destiny he zealously presides.

WINGLOK STREET COLLAPSE INQUIRY.

The inquiry into the cause of the collapse of Nos. 126 and 128 Winglok Street was resumed this afternoon.

Ip Foo Mun, manager of a Chinese mercantile firm, said there were 45 bags of pepper, 50 of sago, and cases of tobacco on the third floor of No. 126. There was nothing of special weight on the second floor. The total weight of the goods would be 80 tons.

At this stage photographs of the collapsed buildings taken by Mr. P. Crisp, Inspector of Buildings, were put in by the Crown Solicitor and shown to the Magistrate and the jury. Leong Yee Kwei, said that he was one of the managing owners of the Wo Hop scaffolding shop. He had been in that capacity for ten or twelve years, and in 1880 went to London for the exhibition. He put up scaffolding, and was given a certificate by the then Prince of Wales. He did all scaffolding that was required for the construction of the houses which collapsed. He had been instructed by Wing Sing to do the work, which was commenced on 3rd April last. He propped up the floors of No. 124 Tung Loi Lee in September. There were goods on the ground and first floors. The propings to No. 126 Winglok Street were similar to those in Tung Loi Lane. He did not prop up the 3rd and 4th floors. They were put up before Wing Sing, contractor, started to break down the party wall of Nos. 14 and 16 Tung Loi Street. He was of opinion that the walls were broken down in October. As each floor was broken down he propped up the remaining floors. The sloping props were in the shape of a fan. There were five groups of like nature in No. 14, with a distance of ten feet between each prop. The shorings were propped up on stacks of bricks. The propings were completed about three or four weeks before the collapse took place. Wing Sing, the contractor, directed him how to place the props, and Mr. Orange never directed him in that respect. He knew Mr. Emin, one of Messrs. Leigh and Orange's engineers, who was generally on the works. He received his orders from Wing Sing, the contractor. Before he put up the props he did not examine the wall as he knew nothing about them. His business was to put up scaffolding. He did not know what weight the wall was supporting. When he propped up the party wall of Nos. 12 and 14 he did not reckon the weight, but before starting he was aware that the premises were used as a godown.

By Mr. Looker.—He had a very long experience in the scaffolding trade, in fact, about 11 years. He had done a great deal of business, including the propping up of walls when houses were demolished. He had never experienced a collapse in the course of his eleven years' experience. He could tell by his experience what was required to properly prop up a wall. Regarding floors, he always used vertical props. He also put up partitions, and was instructed by Wing Sing, the contractor. After the collapse he visited the scene and found copper, iron, and other boxes in the debris. By Mr. Bowley.—He had done larger work than the one he undertook at Wing Lok Street. The props which he used were of the best material; in fact, five times stronger than others.

Poon Pon said that he was the master of the Wing Sing shop, and carried on work as a contractor. Last year he signed a contract with Li Chuk Kai to build ten houses in Tung Loi Lane. The plans and specification were prepared by Mr. Mullan and signed more than a month ago. The agreement comprised the pulling down of the ten houses, and labour, utensils and scaffolding connected with the job.

(Proceeding.)

HONGKONG ARMY RIFLE ASSOCIATION.

LADIES' MAT II.

The second meeting of the Hongkong Army Rifle Association commenced yesterday, and will be continued till Saturday afternoon. Up to the present the events have been for Native sports only, but the events for British troops commence to-morrow. The keenest contest will undoubtedly be the Grand Aggregate Challenge Cup, the winner of which will be rewarded a cup as being the best shot in the British Garrison irrespective of rank. On Saturday from 3 to 5 p.m. there will be a Ladies' Novice Competition, and afterwards a Ladies' Match. The conditions for the latter are: Service Rifle, Range 200 yards, and Bull's-eye two feet diameter. (Rifle and ammunition provided.) Prize presented by the Association. The Revolver Pool is proceeding daily, a separate range being for the latter. A.E. Major-General Sir William L. Gascoigne, R.C.M.C., is president of the Association, and the officers commanding corps and regiments are: moderate N.E. winds.

THE WORLD'S COTTON SUPPLY.

Indian Engineering points out that while planters in India are mourning over the collapse of the indigo industry, and lamenting the fall in the price of tea, neglecting at the same time the splendid opportunities offered in our newly acquired and sparsely populated colonies, the practical and scientific Germans are launching an enterprise which bids fair to hurt another Indian industry. In East and West Africa they have been testing the cotton-producing capabilities of the soil and it is expected that in a few years Togoland will be a very important factor in the world's cotton supply. All this time the British investor is supine, and his brothers and cousins help to swell the numbers of the unemployed. In this province the cotton trade seems to be almost entirely in the hands of the Chinese. There can be no doubt with capital and knowledge it might be enormously increased, whilst the fertile lands of the Shan States should offer exceptional inducements to planters, with an almost temperate climate available at short distances from the tropical portions where cotton could be easily grown. The staple of Burma cotton as at present grown is said to find favour in Europe. But the demand for China and Japan is large and constant year after year. And with scientific knowledge there should be no great difficulty in improving the length of staple, in the areas where cotton is now grown. Capital of course would be required, and that is where the difficulty comes in. British investors seem to fight shy of bringing capital to Burma, although the stability of the rupee has now been fairly established, and has been put to several years' test. Whether the fact that money made here and returned to England pays two incomes taxes has anything to do with keeping capital out of India and Burma or not, is difficult to say. But capitalists certainly fight shy of investing out here, although double the rate of interest prevailing on most industries in England might be fairly calculated on. Russia also is said to be starting re-planting on a large scale, so that more rivalry from a little expected quarter will perhaps soon be experienced by Indian and Ceylon planters. On the cotton growing lands of India and Burma, we may certainly hope to be able to compete successfully with the Germans in Togoland, as we have the start of them. But we cannot hope to do so unless we are prepared to put capital and an equal amount of energy and knowledge into the business. Since the American war in the sixties of the last century, the cotton industry out here has progressed but slowly, although it gives usually a good return to those engaged in it, in Burma at any rate.

31 entries.

The quarterly meeting for the MacEwen, Richardson and Bogue Cups takes place from Friday, 9th, to Monday, 12th January, 1903.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 6th January.

The H. K. C. & M. S. B. Co.'s boats having started this week on a double run in consequence of the Powan having to go to Dock, the Hankow made her first night trip yesterday, leaving Hongkong at 5.30 p.m. The run to Canton, is such boats as the Hankow, only taking about seven hours and the Customs regulations in Canton forbidding them to enter the harbour before 6 a.m., it is usual for them to anchor below Whampoa. This morning after the Hankow had weighed anchor and started for Canton she collided with a large junk being towed by a launch, neither of which showed any lights. The Hankow stopped and found that neither craft was in a sinking condition.

CANTON, 7th January.

The buying and selling of children, so many times referred to in your columns goes on apace. Not only from the surrounding districts are the women and children procured, but even in the city itself men sell their wives and daughters in order to procure food. A new departure was made this morning. On the arrival of the *Futsan* a man and woman were handed over to the *Futsan* which guard of soldiers for kidnapping. It appears that a woman, whose husband died in Hongkong, was told by this man and woman that they were instructed by her friends to take her to her husband's relations in Canton. For this purpose they shipped by the *Futsan* on Tuesday night, but during the passage the comrade's suspicions were aroused, and he promptly informed the chief officer, with the result that the couple were handed over on arrival.

OPENING OF WEST RIVER PORTS.

Eight ports:—Dosing, Iuk To, Yuet Sing, Luk Pu, Hou Luk, Kau Kong, Ma Ning, and Yung Ki will be officially open to British steamers on and after 12th inst.

TROOPS.

Troops continue to leave here for the West River, in tow of mandarin launches. Several thousand must have now left the city.

THE KWANGSI REBELLION.

REBELS VICTORIOUS.

Reports begin to arrive at Canton from the disturbed districts to the effect that, on the 3rd instant, the Imperial troops came in collision with the rebels in the Niem Shin Pass on the borders of Kwangsi, where, after a severe fight, the Imperial troops are reported to have been put to flight, leaving behind them a great number of wounded and slain. At the Luk Lo pass, Kweichow province, another section of the Imperial forces also engaged the rebels. A most sanguinary battle was reported and although the rebels wavered at the beginning, yet they afterwards rallied and delivered a crushing defeat to the Imperialists. During the heat of the battle, three sections of the Government troops were ambuscaded, and were slain to a man. The Hakkas whose homes are situated in the southernmost districts of Kwang Si, but who are to be found in every province, are reported to have joined the rebel ranks. The reported marching of the rebels into Hunan province has been confirmed. Wong Chi Chuen, the Imperial commander, has been recalled, and castigated for not being able to cope with the rebels, and allowing them to get into Hunan territory. Another report says that the Canton authorities have telegraphed, direct to the Throne for advice. It is reported that Viceroy Yuan Shih Kai has ordered the despatch of two thousand of his foreign drilled troops to Hunan, to crush the rebels.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory.—On the 8th at 11.40 a.m. The depression had moved into the Pacific to the N.E. of Japan.

The barometer has risen over Japan, sufficiently along the China coast, particularly in the North. Pressure is highest between the E. coast of China and W. Japan, and probably another depression has appeared over N. China.

B.E. Major-General Sir William L. Gascoigne, R.C.M.C., is president of the Association, and the officers commanding corps and regiments are: moderate N.E. winds.

100.

A.S.K. for ASAHI JAPANESE BEER.—
A. G. Girault.

CO-OP'S ADVERTISEMENTS.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14 Des Voeux Road, Victoria, on SATURDAY, the 17th January, 1903, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 15th, to SATURDAY, 17th January, 1903, both Days inclusive.

SHEWAN, TOMEY & CO., General Managers, Hongkong, 8th January, 1903. [33]

PROPOSED MERCANTILE MARINE CLUB.

NOTICE is hereby given that a MEETING, open to all CERTIFIED MERCANTILE MARINE OFFICERS, will be held, by the courtesy of the Manager, at the OFFICES of the Hongkong Telegraph Company, Limited, 14, Ice House Road, Hongkong, at 3 P.M., on SUNDAY, 18th January, 1903, for the purpose of discussing the desirability of FORMING A MERCANTILE MARINE OFFICERS' CLUB at Hongkong.

Officers unable to attend may address suggestions to be laid before the Meeting to THOMAS C. SWABY, Hongkong Telegraph, Hongkong, 8th January, 1903. [34]</

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"PYRRHUS"	14th January.
	"PAKLING"	22nd "
	"DIOMED"	28th "
	"CHINGWO"	3rd February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON	"ANTENOR"	20th January.
"	"TELEMACHUS"	3rd February.
"	"PROMETHEUS"	17th February.

LIVERPOOL, BERTH.

(Taking Cargo at London Rates.)

FOR	STEAMERS	DUE ON
LIVERPOOL	"TYDEUS"	24th January.
"	"DARDANUS"	30th February.

CONTINENTAL BERTH.

FOR	STEAMERS	DUE ON
MARSEILLES, ANTWERP and AMSTERDAM	"OOPACK"	14th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS	"PAKLING"	24th January.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

FOR	STEAMERS	TO SAIL ON
NAGASAKI, KOBE and YOKOHAMA	"PAKLING"	24th January.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

FOR	STEAMERS	TO SAIL ON
AMSTERDAM	"PAKLING"	14th January.

FOR	STEAMERS	TO SAIL ON
HONGKONG	"PAKLING"	14th January.

FOR	STEAMERS	TO SAIL ON
HONGKONG	"PAKLING"	14th January.

FOR	STEAMERS	TO SAIL ON
HONGKONG	"PAKLING"	14th January.

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HONGKONG	"PAKLING"	14th January.

FOR	STEAMERS	TO SAIL ON
HONGKONG	"PAKLING"	14th January.

FOR	STEAMERS	TO SAIL ON
HONGKONG		

WEATHER-FORECASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here:

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BELL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

- Joint Cable Companies' Office.
- Ferry Company's Pier, Ice House Street.
- Blake Pier.
- Post Office.
- Harbour Office.
- Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA CO. ST. METEOROLOGIC REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

THE LAW OF ST. R.M.S.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,
Acting Director,

Hongkong Observatory, 24th July, 1901.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. Britomart	at Kowloon	Dock
Likin	"	"
Aurora	"	"
Empress of China	"	"
Hongkong	"	"
Haiwan	"	"
Stackra	"	"
Powau	"	"
Brand	"	Cosmopolitan
Triton	"	"
Ardle	"	Aberdeen
Hermann Menzell	"	"

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Makukuru Maru	Jan. 21
Bremen, &c.	Sachsen	April 15
"	Kiautschou	"
"	Bayern	May 13
"	Prinz Heinrich	"
"	Roon	May 7
"	P. R. Luitpold	June 1
Bombay, &c.	Hiroshima Maru	Jan. 27
"	Lechia	"
Cebu & Iloilo	Kaiyong	Jan. 15
Foochow, &c.	Anping Maru	"
Havre & Hamburg	Nürnberg	Jan. 20
"	Silesia	"
"	Wu-chung	Feb. 1
"	C. Fred. Laeise	Feb. 5
Japan	Andalusia	Mar. 10
"	Hakata Maru	Jan. 13
"	Yamaguchi Maru	Jan. 13
Liverpool	Kutsu Maru	Jan. 23
"	Tydus	Jan. 25
"	Dardanus	Feb. 20
London	Antechor	Jan. 26
"	Telenichus	Feb. 3
"	Prometheus	Feb. 17
Marselles, &c.	Balticrat	Jan. 17
"	Malia	Mar. 20
"	Oopack	Mar. 14
"	Pyrrhus	Feb. 21
New York	Zafiro	Jan. 19
"	Loongsang	Jan. 12
"	Mogul	Jan. 13
Portland, (Or.)	Indravelli	Feb. 10
San Francisco, &c.	Nippon Maru	Jan. 24
"	Siberia	Feb. 3
"	Gaelic	Mar. 10
"	Copic	Feb. 16
"	Korea	Feb. 27
Hongkong Maru	Mar. 18	
China	Jan. 8	
Doric	Jan. 17	
America Maru	Feb. 17	
Shanghai	Coromandel	Jan. 17
"	Tigol	Jan. 11
"	Wonsung	Jan. 9
Singapore, &c.	Salacie	Jan. 14
Swatow, &c.	Daijin Maru	Jan. 18
Sydney, &c.	Hailoong	Jan. 9
Taiyuan	Tsainan	Feb. 16
"	Changsha	Mar. 7
"	Chingtu	April 4
Vancouver, &c.	Eastin	Jan. 19
"	Empress of Japan	Mar. 11
"	Empress of China	Jan. 14
"	Empress of India	Feb. 1
"	Wenian	Mar. 18
"	Tartar	Feb. 25
Victoria, D.C.	Olympia	Jan. 17
"	Pleiades	Jan. 24
"	Peking	Jan. 24
"	Posa Maru	Jan. 27
Yokohama, &c.	Kaga Maru	Jan. 13
"	Ceylon	"
"	Banca	Jan. 13

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, January 8th, 1903.
At 100 cents per Dollar Mexican.

BUTCHER MEAT.

	CENTS.
Beef sirloin & prime cut—Mei Lung Pau	16
" corned—Hain Ngau Yuk	16
" roast—Shiu	16
" soup, Tong Yuk	12
" steak—Ngau Yuk Pa	16
" sausages—Ngau Yuk Chaung	8
Bullock's Brains—Known... per set	
" Tongue fresh—Ngau Li...	each
" " corned—Hain Ngau Li...	each
" Head—Ngau Ju...	8
" Heart—Ngau Sum...	8
" Hump, Salt—Ngau Kin...	12
" Feet—Ngau Ker...	each
Kidneys—Ngau Yiu...	8
Tail—Ngau Mei...	16
" Liver—Ngau Con...	8
" Tripe (unbasted)—Ngau To...	8
Calves' Head an' Feet—Ngau-chai-tau-keok...	set
Mutton Chop—Young Yai Kwat	22
" Leg—Young Yau	18
" Shoulder—Young Shau	22
Pigs' Chittlings—Chi cheng...	7
" Feel—Chi Keok	12
" Fry—Chi Chai	12
" Head—Chi Tau	14
" Ear—Chi Sum	each
Kidneys—Chi Yiu...	6
Liver—Chi Kon...	18
Pork Chop—Chi Pai-Kwai	18
" Corned—Ham Chu Yuk	18
" Leg—Chi Pei	18
" Fat or Lard—Chi Yau	15
Sheep's Head and Feet—Young Tau	set
" Heart—Young Sum...	each
Kidneys—Young Yiu...	6
Liver—Young Con...	8
Suckling Pigs, To Order—Chi Chai	16
Suet—Beef—Sang Ngau Yau	20
" Mutton—Sang Young Yau	16
Veal—Ngau Chai Yuk...	16
" Sausages—Ngau Chai Yuk-Tong...	15
POULTRY.	
Chicken—Kai Choi	12
Capons Large, Small—Siu Kai...	23
Ducks—Ap...	18
Doves—Pai Kai...	each
Eggs, Hen—Kai Tan...	per dozen
Fowls, Canton—Kai...	18
" Hainan—Hoi Nam Kai...	18
Geese—Ngo...	pair
" Geese, Wild Shanghai—Sheung Hoi Ye	18
Musk Deer—Wong Keng...	each
Hare—Tu Choi...	18
Partridge—Che Kho...	55
Pheasant—Shan Kai...	pair
Musk Deer—Wong Keng...	\$4.50
Hare—Tu Choi...	60
Partridge—Che Kho...	55
Pheasant—Shan Kai...	\$1.50

Pigeons, Canton—Pak Kap...	each
" Hollow—Hollow Pak Kap...	28
Quail—Um-Chuin...	16
Rice Birds—Wo Fa Cheuk...	dozen
Snipe—Sa Chui...	each
Turkeys, " etc.—Po Kai Kung...	55
" Hen—...	40
Wild Ducks, Shanghai, Sui-up...	pair
Teal, Shanghai, Sui Ap Chin...	each
Wild Duck, Canton—Sang Shin Sui Ap...	45
FISH.	
Barbel—Ka Yu...	13
Bream—Ban Yu...	12
Canton Fresh Water Fish—Hoi Sin Yu...	large—Li Yu...
" Carp—Li Yu...	9
Catfish—Clik Yu...	11
Codfish—Min Yu...	16
Crabs—Lai...	10
Cuttle Fish—Mak Yu...	8
Dab—Sa Mang Yu...	9
Dace—Wong Mel Lun...	7
Dog Fish—Tit Tu Sa...	12
Eels, Conger—Hai Man Yu...	13
" Fresh water—Tam Sui Yu...	7
" Yellow—Wong Sui...	14
Frogs—Tien Kai...	15
Garpou—Sek Pak...	48
Gudgeon—Pak Kup Yu...	9
Herrings—Tso Pak...	12
Halibut—Cheung Kwan Yu...	11
Hamburg...	18
Labrus—Fa Yu...	7
Lach—Wu Yu...	15
Lobsters—Lung Ha...	7
Mackerel—Chi Yu...	11
Monk Fish—Mon Yu...	13
Mullet—Chai Yu...	15
Oysters—Sang nwo...	16
Parrotfish—Kai Kung Yu...	11
Perch—Tau Loo...	11
Pike—Fa Paw Poong...	8
Plaice—Pan Yu...	14
Pomfret, Black—Hak Chong...	18
Pomfret, White—Pak Chong...	18
Prawns—Ming Ha...	16
Rock Fish—Sek Kau Kung...	11
Roach—Chun Yu...	12
Salmon, (Clon), fresh water—Ma Yau Yu...	15
Shark—Si Yu...	7
Skate—Po Yu...	11
Smelt—Ha...	16
Snapper—Lap Yu...	11
Sole—Ta Su Yu...	8
Tench—Van Yu...	7
Turbot—Cho H ow Yu...	11
Turtles, small, fresh water—Keok Yu...	11
White Bait—Ngan Ya Chi...	11
FUITS.	
Almond—Hung Yan...	lb
Apples, (California)—Kam San Ping Ko...	lb
" (Chefoo)—Tin Chan Ping Ko...	lb
" Small—Hoi Tong...	lb
" Custard—Fan Lai Chi...	each
Bananas, fragrant, Canton—Sang Sheng Heung Chiu...	"
" (brides), Macao—San Heung Chiu...	"
Chestnuts, Chinese—Fung Lui...	each
Carambola—Yeung Tou...	each
Coconuts—Yeh Ts...	each
Grapes—Sin Tai Ts...	lb
Lemons, China—Ning Moong...	each
Lichees, Dried—Lai Chi Con...	each
" Fresh, Small stone—Chut Wat Lai Chi...	each
" Large " —Tai Wat Lai Chi...	each
" Mandarin—Tim Kut...	lb
Olives—Pak Lam...	lb
Pears, (American)—Kam San Shut Li...	(Canton), Cooking—Sa Li...
" (Shanghai)—Sheung Hoi Li...	each

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MANAGER.